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# TRANSLATION

COMMANDERS OF ROTOR-  
BORNE CRAFT

By

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## FOREIGN TECHNOLOGY DIVISION

AIR FORCE SYSTEMS COMMAND

WRIGHT-PATTERSON AIR FORCE BASE

OHIO



## UNEDITED ROUGH DRAFT TRANSLATION

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English Pages: 6

SOURCE: Russian Newspaper, Pravda, September  
18, 1962, 1 p

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## COMMANDERS OF ROTOR-BORNE CRAFT

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On the 11th of September the crew of the helicopter MI-6, composed of the commander of the craft V. Koloshenko, second pilot G. Karapetyan, navigator S. Klepikov, flying engineer V. Shcherbinin, and flying radio operator S. Ivanov, flew with a load of 5,145 kilograms over a 1,000-kilometer closed course with an average speed of 284 kilometers per hour. Thereby they established four world records. They beat the speed record of the American aviators attained in a flight of a helicopter without a load at a speed of 282.118 kilometers per hour, and also for the first time there were set records of flight of a helicopter for 1,000 kilometers with a load of one, two, and five tons.

On the 13th of September the crew of the helicopter MI-6, composed of commander of the craft R. Kapelyan, second pilot N. Leshin, and flying engineer S. Bugayenko, rose in their machine to an altitude of 2,700 with a load of 20,117 kilograms, thus establishing three world records: the lifting of a maximum load of 20,117 kilograms to an altitude of 2,000 meters and the lifting of loads of 15 and 20 to an altitude of 2.7 kilometers.

On the 15th of September the crew of the helicopter MI-6, composed of the commander of the craft B. Galitskiy, second pilot F. Kozyrev, navigator M. Kharitonov, flying engineer K. Matinov, leading engineer Yu. Koksheyev, and flying radio operator S. Rybalko, set four more world records for speed of flight over a 500- and a 1,000-kilometer closed course without a load, and also in flights of 1,000 kilometers with a load of one and two tons. On the 1,000-kilometer distance their machine with a load of more than two

tone maintained an average speed of 300.377 kilometers per hour, during which on the second 500-kilometer round the speed reached 317.657 kilometers per hour.

\* \* \*

"Here is a rocket from the earth. That is to say everything is in order. They see us," Vasily nodded to the copilot, "Fire." The latter fired; the answering rocket came down. "Beyond Kaluga," the radio operator transmitted, "Everything in order; over."

Flying was difficult. A head wind was hindering. And the sun. It had already succeeded in heating up the earth soaked with rain, and the hot currents rising from the earth now and then jostled the machine. The helicopter jabbered, "My, but this is the wong time!" The point was that the MI-6 was making a record for a distance of 1,000 kilometers. Each little deviation from the course increases the distance and lowers the average speed of the flight. Now the task of the commander of the craft Vasily Koloshenko was to keep the machine going straight, to get out of the engines everything that they could give.

He went up in the air on the MI-1 for the first time almost ten years previously. These were the years when there appeared in our country the first Soviet helicopters designed by Mikhail Leont'yevich Mil'. The small spiral-winged dragon flies went through complicated tests. Koloshenko worked in the extreme North. From the deck of the ice-breaker Yermak he took off on the MI-1 over the boundless expanses of the Arctic. Thousands of kilometers were flown over the ice of the cold Kara Sea. Meanwhile flying over it in a new machine which still concealed in itself many riddles could well have become the last flight. In the North at the mouth of the Ob and the Lena, of the Indigirka and the Yenisei, in the tundra of the Taimir and the mounds of Chukotka, Koloshenko had to make many forced landings.

He was not afraid of them. He knew that he was flying on an experimental machine, far away from people, at times on thin ice, but inspiring life into his machine he always returned to his base. Afterwards he gave long and detailed accounts of these instances to the chief designer. And the observation of the flyer, his reasoning, and his experience helped in the creation of new more improved spiral-winged (i. e., propeller-lifted) machines.

After record flights (left to right): V. Koroshenko, R. Karpenyan, B. Galitskiy

How many hours did Koloshenko spend altogether in the air? Should one now tell about his restless work on the ice of the floating station "North Pole 5"? Or about how often there it was necessary to chase polar bears away from the MI-4 with rockets? Or to protect the helicopter from the storm? No, it is better to talk about the Antarctic--about he flew from the decks of the Dieselelectric ships Lena and Ob.

Here on the sixth continent where all around the sky and the earth are white and flocks of penguins at a distance remind one of crowds of people, Koloshenko set down his helicopter on the highest inaccessible crags. Excited

he turned to his crew, "Boys, admire it! Such beauty you will never see again." After the South Pole Koloshenko definitely gave his heart to helicopters. "You see even on the most perfected airplane, he, Vasilii, a former test pilot, could not be master of these peaks covered with eternal snow."

The MI-6 was finishing its record flight. And the chief designer and the chief pilot of the helicopter testers Kaprelyan, and everybody who was standing around were calm; they believed all would be well.

The wheels of the MI-6 touched the earth. There are four world records.

And a day later a friend of Koloshenko, his teacher, Meritorious Test-Pilot of the USSR Rafail Ivanovich Kaprelyan, took the MI-6 to an altitude of 2,000 meters with a load of more than 20 tons. Never before in the world had any one lifted such a load on a helicopter. But there is not a person now at the airfield who would not have believed in his success. Here everybody knows the chief pilot well. They know that there is no risk at the root of the undertaking, but instead skill of the pilot and splendid qualities of the machine.

Kaprelyan for some years already has been directing the test pilots, and he knows perfectly well what he requires of them. It was he, Kaprelyan, who at the time of war more than once astonished the enemy and his friends by his courage. Here on the ground they know well why after forty years their chief pilot was awarded the order of Lenin.

On that day he tested out a new heavy airplane. The crew executed the task and returned to the base. "Lower the landing gear," ordered Kaprelyan, and a minute later came the report of the flying engineer, "Right wheel of landing gear stuck."

The machine being tested weight 50 tons. Letting it down on the fu-

salage would still get the airplane out of order. The order came from the ground, "Everybody leave the airplane!" Kaprelyan remaining in the cabit decided to save the airplane, and he landed it.

"Aboard everything in order," Karelyan had just transmitted.

Some minutes go by and already the whole airfield knows — The MI-6 has set three world records.

But a day later Hero of the Soviet Union Boris Karpovich Galitskiy on the MI-6 set four more records.

"The new blades of the main rotor of the MI-6," Boris Karpovich related after the flight, "are unique both as to dimensions and as to quality. They completely changed the character of the machine. I say this as a pilot who has tested out the most improved heavy airplanes. Great thanks are due the creators of these blades. Their electrical anti-icing system makes it possible to fly the MI-6 equipped with an autopilot in any kind of weather.

The cascade of eleven world records of the MI-6 changes the foregone conclusion about helicopters as slow-moving air transportation for short distances. The last flights of three series-built MI-6 with the new type of blades showed that the Soviet rotor-borne craft MI-6 possess load-lifting capacity never before seen in the world, with cruising speed and distant flight carrying a big load aboard. There are opened up for them new and interesting prospects as to their application.

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